

7.0 Pedestrian and Bicycle Element

This Element summarizes goals for pedestrian and bicycle facility development in Ramona and provides general guidelines for pursuing necessary improvements.

Goals

- 1) Enhance safe pedestrian and bicycle environments for school children and for local trip-making between residential areas and Main Street commercial areas.
- 2) Enhance safe pedestrian and bicycle environments near public transit and school bus stops.
- 3) Enhance pedestrian and bicyclist safety along key community-wide connections where non-motorized travel occurs.
- 4) Provide input to the General Plan 2020 Update planning process for bicycle network enhancements and priorities.

Policies/Programs

- 1) *Establish community priorities and preferences for key improvements to pedestrian facilities near schools, public transit stops, school bus stops, and in the Town Center area to facilitate safe, non-motorized travel.*

When new roadway connections are constructed or existing roadways are improved (both public and private), sidewalks and/or pathways should be incorporated into the design. In areas zoned as commercial, industrial or residential (2.9 dwelling units/acre or

greater), sidewalks should be provided on both sides of the roadway. Pathways or trails should also be constructed to connect to existing or planned equestrian trails and pathways. Under all other zone districts, pathways should be provided on at least one side of the roadway.

Ramona community members are concerned about unsafe pedestrian conditions for children walking to and from school. In many cases, children are forced to walk along two-lane roadways with very narrow shoulders and no sidewalks. The Ramona School District has established a safe walking zone that includes a half-mile radius around schools. **Figure 7-1** displays those areas within a half-mile of Ramona schools that should be the focus for improving safety for children walking to school. Pedestrian facilities near public transit stops are also shown as priority for improvements in Figure 7-1. Pedestrian improvements to areas within and around the Ramona commercial district along Main Street should also be given priority to facilitate pedestrian travel for shopping and other locally oriented trip-making.

Improved pedestrian facilities near school bus stops should also be considered. This Plan recommends relocating school bus stops from heavily traveled roadways to residential roadways or providing bus turn-outs in order to avoid loading and unloading children in busy streets. For example, there is currently a school bus stop



located along Montecito Road that could be moved to a nearby residential roadway. There is currently an improvement project on Montecito Road to provide a bus turn-out. Also, in relation to this particular location, this Plan recommends that La Brea Street, between 16th Street and Day Street, be paved to facilitate travel by school buses through this fairly high-density residential neighborhood.

2) Establish priorities and preferences for improvements to community-wide bicycle networks to promote non-motorized recreation and trip-making throughout the Community of Ramona.

The current General Plan Circulation Element includes an extensive bicycle network, as shown in **Figure 7-2**. The Ramona Road Master Plan recommends that all Circulation Element roadways have designated Circulation Element bicycle facilities, as depicted in Figure 7-2.

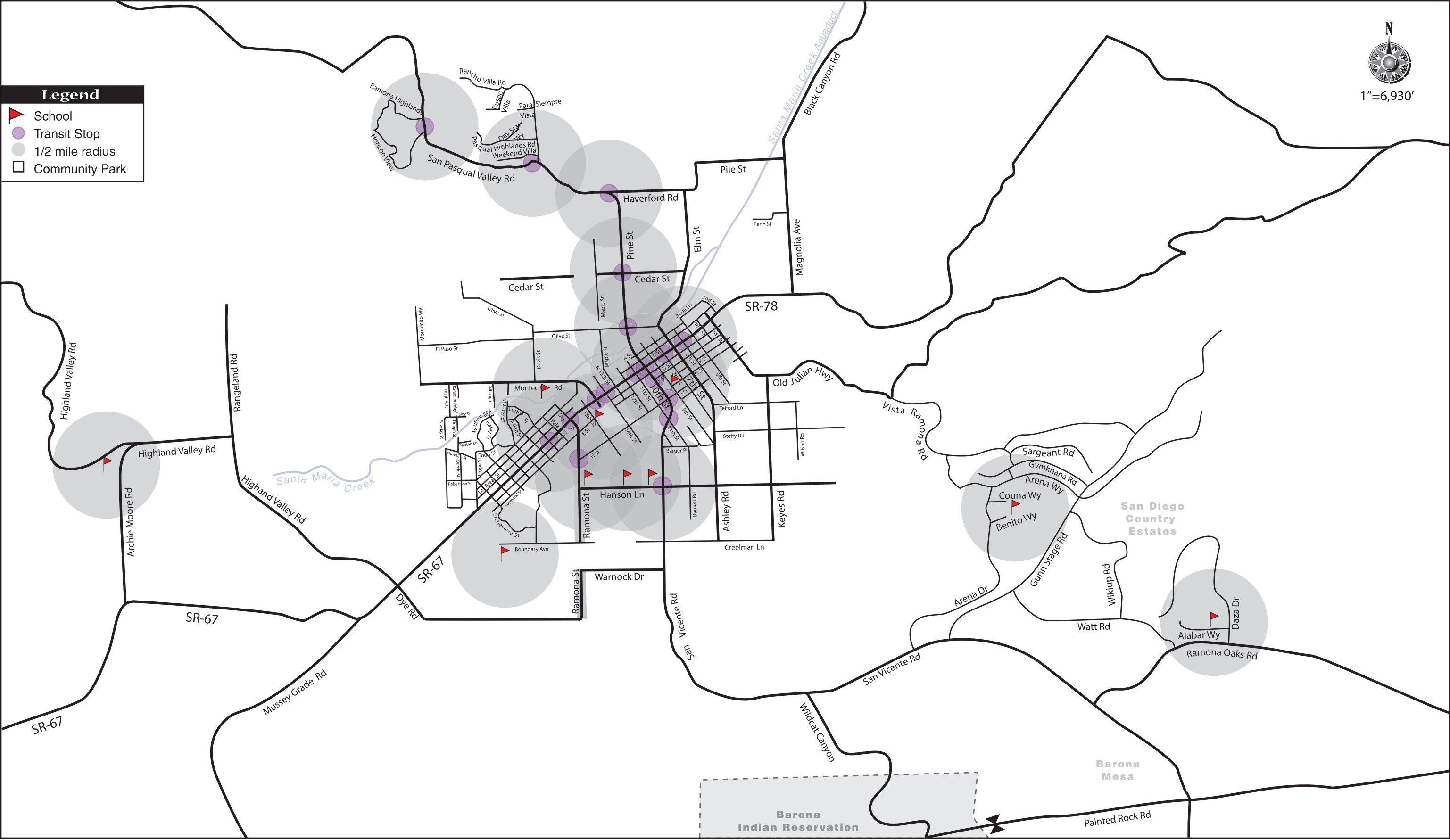
Consistent with the community's focus on school safety, this Plan recommends specific improvements to bicycle facilities providing access to schools. Bicycle facilities should connect schools to as many adjacent neighborhoods as possible.

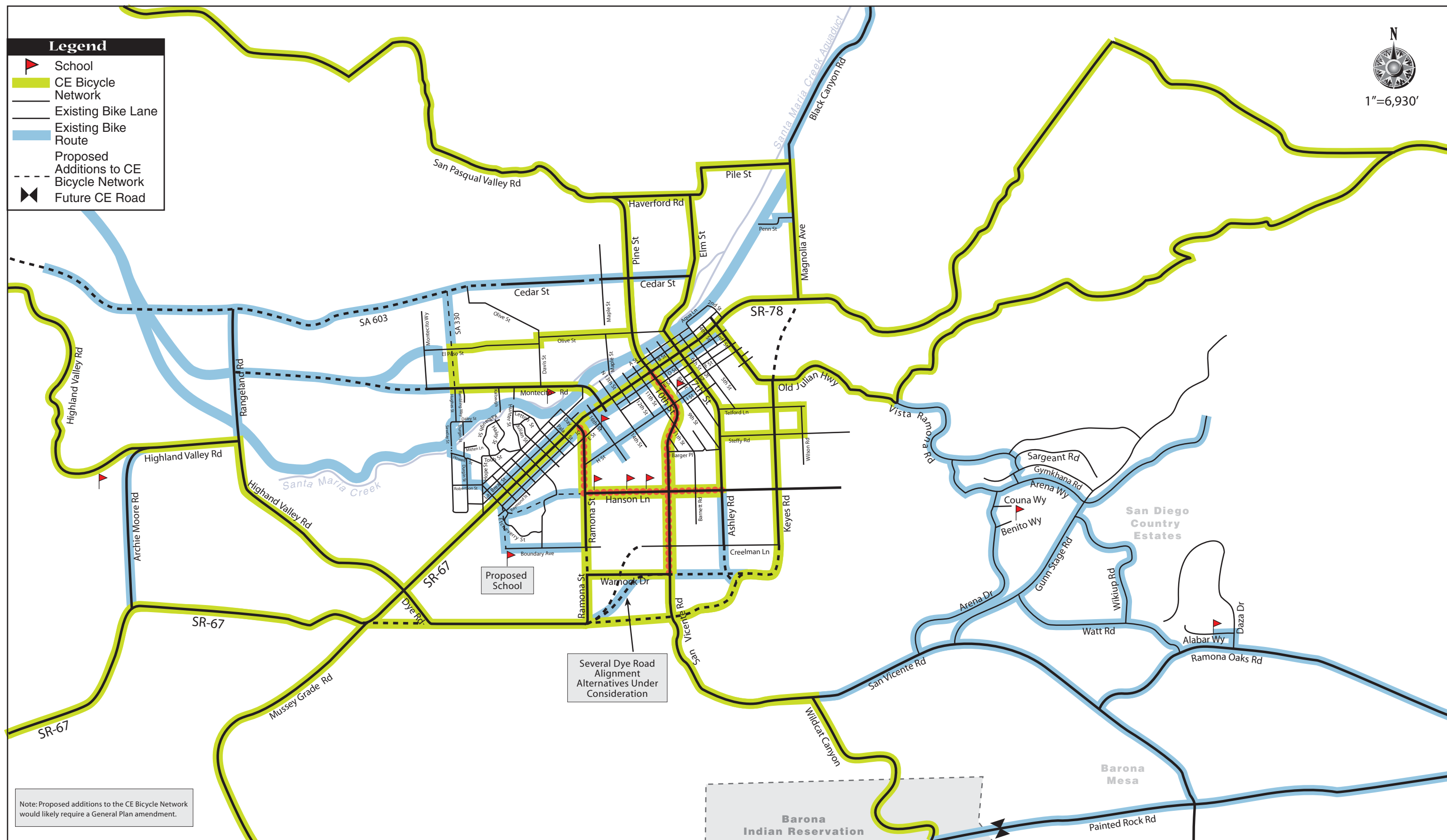
Figure 7-3 displays priority bicycle network improvements, which coincide with improving bicyclist access to the Town Center area and to schools.

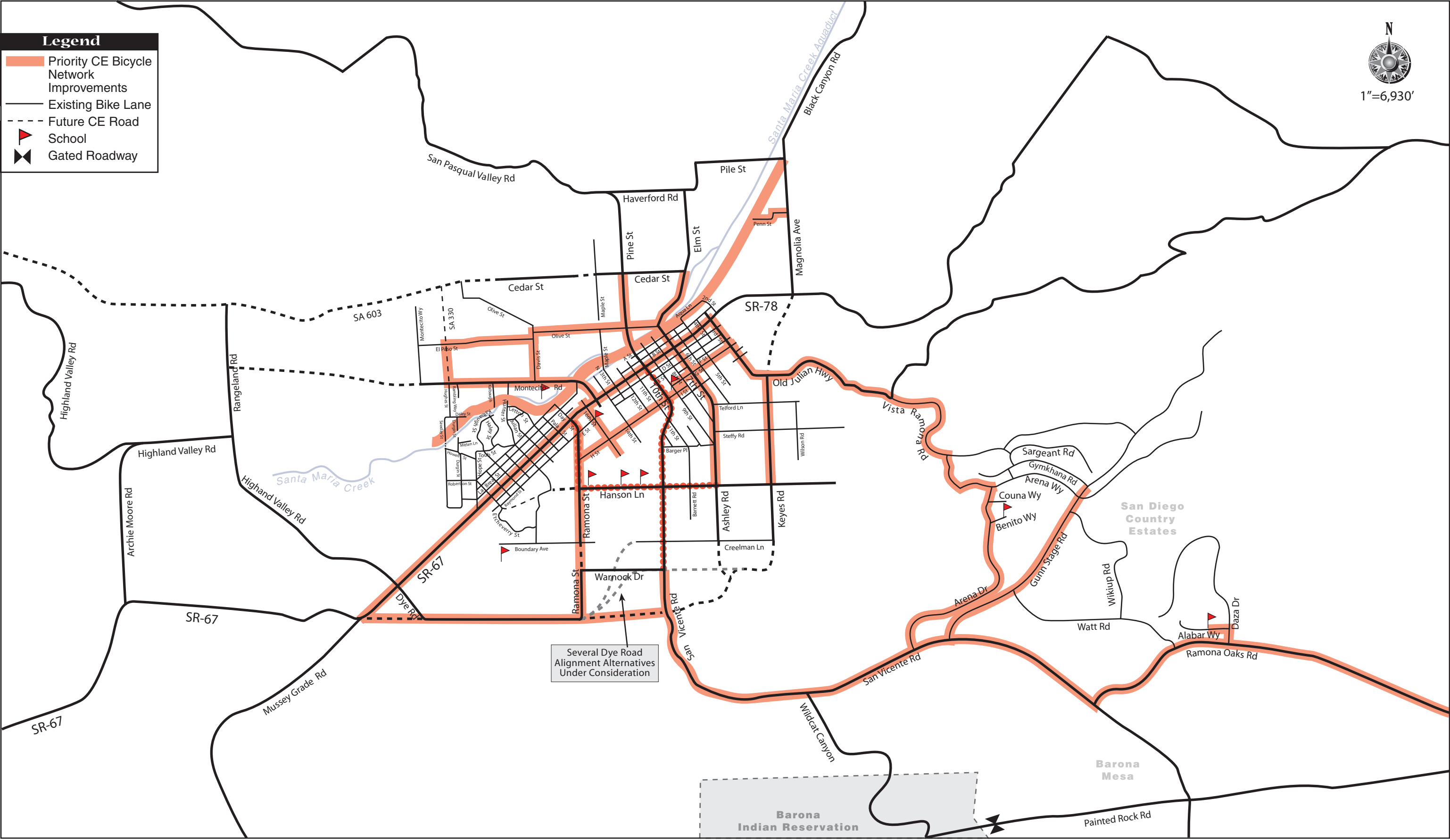
The proposed Circulation Element bicycle facilities identified by this Plan must be authorized by a General Plan Amendment prior to their acceptance into the Bicycle Element.

It is also acknowledged that some roadways in the Ramona Community are being considered for deletion from the Circulation Element. If a roadway is dropped from the Circulation Element, the bicycle facility classification should be evaluated and considered for continued status in the Circulation Element. ❖









Ramona Road Master Plan

Figure 7-3
Priority Circulation Element Bicycle Network Improvements